Conference on Updating the Louisiana Statewide Transportation Plan
July 30 - August 1, 2000

LOUISIANA: VISION 2020

Selected Benchmarks

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.1.3

National rank of exports

Explanation: An important indicator of Louisiana's relative traded sector strength in a competitive world economy.

Rationale: A primary way to diversify and strengthen Louisiana's economy is to increase global trade.

Target: To improve state ranking to the top 20 of all the states.

Data Source: Louisiana Economic Census, Export Statistics

	Baseline Statistic Used	2003	2008	2013	2018
	1996				
National rank of exports	25	25	21	18	15

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.2.5

Total value of agricultural exports (in millions)

Explanation: This benchmark measures the dollar value of all agricultural products exported from Louisiana.

Rationale: Louisiana's agricultural economy reaches far beyond farm sales and personal income to farmers. Agricultural products are marketed internationally and domestically, and the income generated in the process benefits the entire state.

Target: It is anticipated that the investment in research and extension efforts will continue to pay dividends in the form of future increases in the value of agricultural exports at least equal to 5% per year..

Data Source: USDA-NASS Reports, 1995

	Baseline Statistic Used	2003	2008	2013	2018
	1995				
Total value of agricultural exports (in millions)	$427.8	$632.1	$806.7	$1,029.5	$1,314.0

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.3.1

Elements of the Louisiana Statewide Intermodal Transportation Plan fully implemented or funded (48 total elements)

Explanation: This measures the state's commitment to working with the private sector and local government officials to develop and implement plans covering all modes of transportation that will, among other things, strengthen Louisiana's existing economy and foster additional growth.

Rationale: Through the Intermodal Surface Transportation Efficiency Act of 1991, Congress mandated that states prepare statewide intermodal transportation plans. Recognizing that such a requirement represented a new venture for most states, Congress directed the U. S. Department of Transportation to select up to six states to develop model statewide intermodal plans to guide other states. Louisiana submitted a proposal to develop a model plan and won one of the six grants. The Department of Transportation and Development, in cooperation with the Department of Economic Development and numerous other public and private transportation stakeholders, developed a 25-year statewide intermodal transportation plan. The plan is primarily focused on economic development.

DOTD adopted the plan in March 1996 as the state's official transportation plan. Subsequently, through Executive Order Number MJF 96-77, the Governor created the Statewide Intermodal Transportation Plan Steering Committee to oversee the implementation effort. The plan will be updated periodically.

Target: The state needs to implement as many elements of the plan as practicable; however, since it is a 25-year plan, it is not reasonable to expect all elements to be fully implemented or funded in 20 years.

Data Source: Information on the extent of progress made in implementing the plan can be obtained from the Secretary of DOTD who serves as chair of the seven-member Steering Committee.

	Baseline Statistic Used	2003	2008	2013	2018
	1998				
Elements of the Louisiana Statewide Intermodal Transportation Plan fully implemented or funded (48 total elements)	16	40	43	44	45

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.3.2

Elements of the Transportation Infrastructure Model for Economic Development (TIMED) fully implemented

Explanation: This measures progress on completing the projects contained in the Transportation Infrastructure Model for Economic Development (TIMED).

Rationale: TIMED is a statewide plan containing sixteen specific transportation projects of which only three have been fully implemented. The TIMED plan is financed through a dedicated tax of four cents per gallon levied on all gasoline, motor fuels, and special fuels. The tax was enacted in 1989 with an effective date of January 1, 1990 and was scheduled to expire December 31, 2004. In 1998, the tax was extended indefinitely to ensure completion of all of the projects. The intent of the TIMED plan is to stimulate economic development in Louisiana through an investment in transportation infrastructure.

Target: Current analyses indicate that the dedicated tax will be needed through the year 2023; therefore, it is not reasonable to expect that all projects will be completed by 2018.

Data Source: Information on the progress of implementing the TIMED projects, including the latest cost estimates and schedules, can be obtained from the Department of Transportation and Development.

	Baseline Statistic Used	2003	2008	2013	2018
	1998				
Elements of the Transportation Infrastructure Model for Economic Development (TIMED) fully implemented (16 total elements)	3	7	9	10	12

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.3.3

Percentage of Louisiana road and street mileage under state control

Explanation: This measures the progress made in decentralizing government in regards to the administration of public roads and streets.

Rationale: One of the problems identified in the internal and external assessment of the State conducted by the Economic Development Council is that: There is a tendency in Louisiana to centralize the functions of government, moving programmatic control away from the local level. The concept of devolving responsibility for the maintenance, operation, and improvement of roads and streets from state government to local government generated considerable discussion in the development of the Louisiana Statewide Intermodal Transportation Plan. The general consensus is that the State Highway System is too large containing many routes that do not serve intercity, interregional, or interstate freight, or passenger transportation needs. The percent of public road and street mileage under state control in Louisiana significantly exceeds the national average. Comparative statistics for 1996 show Louisiana with a total of 60,667 miles of public roads and streets. Of this, 27.5 percent (16,675 miles) are under state administration compared with a national average of only 22.8 percent (unweighted, 19.6 percent weighted). The goal is to reduce the mileage on the State Highway System to about 20 percent of the total (i.e., reduce from 16,675 to 12,000 out of 60,000+ miles).

Reducing the size of the State Highway System will require a commensurate increase in funding for non-state road and street maintenance. One mechanism for accomplishing this is through the Parish Transportation Fund. However, it should be noted that municipalities do not currently receive monies from the Parish Transportation Fund. The primary advantages of devolution are that local governments would have greater control over transportation decision making and that the state could focus on the primary highway system only.

Target: The state needs to reduce the extent of the State Highway System to about 20 percent of all public road and street mileage in Louisiana over the next 10 years.

Data Source: Statistics on the extent of the State Highway System in relation to total public road and street mileage in Louisiana are available from the Department of Transportation and Development. For comparisons with other states and with the national average, reference is made to the federal publication entitled Highway Statistics 1996, FHWA, US DOT, Table HM-81. The lag period for updates of this publication is approximately two years.

	Baseline Statistic Used	2003	2008	2013	2018
	1996				
Percentage of Louisiana road and street mileage under state control	27.5	25	20	20	20

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.3.4

Louisiana miles of freeway per million in population

Explanation: This measures the extent of the freeway system (i.e. Interstate-type highways) in relation to the state's population.

Rationale: Of any class of highways, freeways provide the greatest levels of efficiency, safety, and reliability in the movement of people and goods. Freeways are essential for the transport of raw materials and finished products. A well -developed freeway system is also essential for international and domestic trade. Further, proximity to freeways are consistently cited by businesses as one of the most important factors in location decisions. The importance of this class of highways to the economy was noted in the final report (April 1995) of the Select Council on Revenues and Expenditures (SECURE). A number of new freeway projects are called for in the Louisiana Statewide Intermodal Transportation Plan including the extension of I-49 to the north and to the south. At present, Louisiana is below the national average in miles of freeway per million capita. Statistics for 1996 show that Louisiana has 209 miles of freeway per million capita compared with the national average of 213 miles per million capita.

Target: The goal is to increase the freeway system to 240 miles of freeway per million capita within 20 years. This will require that the state increase its freeway mileage from 910 miles to approximately 1150 miles.

Data Source: Statistics on the extent of Louisiana's freeway system can be obtained from the Department of Transportation and Development; the latest population figures can be obtained from the State Demographer in the Division of Administration. For comparisons with other states and with the national average, reference is made to the federal publication entitled Highway Statistics 1996, FHWA, US DOT, Tables HM-35 and FI-2. The lag period for updates of this publication is approximately two years.

	Baseline Statistic Used	2003	2008	2013	2018
	1996				
Louisiana miles of freeway per million in population	209	207	214	224	240

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.3.5

Percentage of highway miles with pavements in poor condition

Explanation: This measures the progress in maintaining and improving the condition of highway pavements in Louisiana.

Rationale: Poor highway pavements contribute to a negative image of Louisiana as well as leading to increased vehicle repairs, increased freight damage, and a general decrease in highway safety. A well-maintained highway system is critical to the state's economy including tourism and the transport of products to market. Statistics for 1996 show that 27.1 percent of the highway miles in Louisiana have pavement in poor condition compared with 16.7 percent of all highway miles in the United States.

Target: The goal is to reduce the highway miles with poor pavements to just below the current national average in twenty years.

Data Source: Statistics on pavement condition are from the Highway Performance Monitoring System maintained by the Department of Transportation and Development. The pavement condition for highways classified as Interstate, Other Principal Arterial, and Rural Minor Arterial are based on the International Roughness Index (IRI of 171 or more is considered poor for Interstates; IRI of greater than 220 is considered poor for Other Principal and Rural Minor Arterials). The pavement condition for highways classified as Urban Minor Arterial, Rural Major Collector, and Urban Collector are based on the Present Serviceability Rating (PSR of 2.7 or less is considered poor for Urban Minor Arterials; PSR of 2.5 or less is considered poor for Rural Major and Urban Collectors). Highways classified as Rural Minor Collector and Local are excluded. For comparisons with other states and with the national average, reference is made to the federal publication entitled Highway Statistics 1996, FHWA, US DOT, Tables HM-63 and HM-64 (data required correction). The lag period for updates of this publication is approximately two years.

	Baseline Statistic Used	2003	2008	2013	2018
	1996				
Percentage of highway miles with pavements in poor condition*	27.1	24.0	21.0	18.0	15.0

*NOTE: Includes highways under State control and highways under local government control.

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.3.6

Structurally deficient bridges (percentage of all bridges based on deck area)

Explanation: This measures the progress in maintaining and improving the condition of highway bridges in Louisiana.

Rationale: Structurally deficient bridges, if left unrepaired, will require the posting of lower and lower load limits, and will eventually have to be closed. Lower load limits and eventual closure can cause gross inefficiencies in highway operations, particularly for trucks. The rerouting of traffic to adjacent bridges increases travel time and transportation costs which results in increased costs to business and industry. A well-maintained highway system is critical to the state's economy including tourism and the transport of products to market.

Since bridges are of vastly different sizes (e.g., a local two-lane bridge over a drainage canal versus the I-10 bridge over the Atchafalaya Basin), the measure selected for use here is the deck area of structurally deficient bridges in relation to the total deck area of all bridges expressed as a percentage. While a number of bridges are rehabilitated or reconstructed each year to address structural deficiencies, other bridges become structurally deficient. Further, due to the dates of construction, many Interstate highway bridges (which are typically larger in size) will be in need of rehabilitation or reconstruction around the year 2020. Therefore, reducing the percentage of structurally deficient bridges (based on deck area) and then maintaining it at a low level will require a concentrated effort, but is critical to the long-term economic well-being of Louisiana.

Target: Nearly 3000 of the 13,700+ bridges in Louisiana are structurally deficient; however, since most of them are relatively small, these bridges only constitute 7.9 percent of the total deck area of all bridges. The goal is to reduce the number of structurally deficient bridges to no more than five percent based on deck area.

Data Source: Statistics on bridge condition are available from the Department of Transportation and Development.

	Baseline Statistic Used	2003	2008	2013	2018
	1997				
Structurally deficient bridges (percentage of all bridges based on deck area)	7.9	7.5	6.5	5.5	5.0

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.3.7

Number of parishes with a public transportation system

Explanation: This measures the number of parishes with a public transportation system.

Rationale: The success of the state's workforce development initiatives, welfare reform, and motor vehicle insurance requirements depend on the availability of public transportation service to all citizens regardless of where they reside. Public transportation is necessary for access to education, training, and employment, particularly for people in the lower income levels (i.e. those without automobiles and those who cannot afford insurance). While 42 parishes have public transportation systems providing general service (as opposed to specialized service for the elderly and disabled), none provide complete (parish-wide) coverage. Further, 22 parishes provide no general service.

Target: The ultimate goal is to provide basic public transportation service in all areas of the state. The first step is to establish a public transportation system in all parishes. Once established, the service area can then be expanded incrementally to cover greater portions of the population. Some funding for public transportation is currently provided from federal sources, through the Parish Transportation Fund, and through state funded programs.

Data Source: Statistics on public transportation services in Louisiana are available from the Public Transportation Division of the Department of Transportation and Development.

	Baseline Statistic Used	2003	2008	2013	2018
	1997				
Number of parishes with a public transportation system	42	47	52	58	64

LOUISIANA: VISION 2020 BENCHMARK NUMBERS 2.3.8 AND 2.3.9

2.3.8 Number of Louisiana ports in top 10 US ports (based on total foreign and domestic cargo tonnage)
2.3.9 Number of Louisiana ports in top 20 US ports (based on total import/export cargo value)

Explanation: These measure the health of the port industry in Louisiana.

Rationale: Ports play a vital role in Louisiana's economy facilitating both international and domestic trade for both the state and the nation. Louisiana's ports are some of the largest in the world as measured in both cargo tonnage and cargo value. However, we face fierce competition from ports in other states; therefore, maintaining our current standing will be extremely difficult. As the economy becomes increasingly global, Louisiana's ports can become even greater assets. Cargo tonnage is an effective measure of the overall level of activity at our ports. However, high value cargo, such as break bulk, neo-bulk and containerized freight, is also a very important measure since it typically generates higher employment than dry or liquid bulk cargo.

Target: The goal is to maintain and improve the state's strong position as a load center for both international and domestic cargo.

Data Source: For cargo tonnage rankings, reference is made to Waterborne Commerce of the U.S. - Calendar Year 1995, U.S. Army Corps of Engineers. For cargo value rankings, reference is made to U.S. Waterborne Exports and Imports Annual 1995, Report TA 985-96, U.S. Bureau of the Census.

	Baseline Statistic Used	2003	2008	2013	2018
	1995				
Number of Louisiana ports in top 10 US ports (based on total foreign and domestic cargo tonnage)	4	4	5	5	5
Number of Louisiana ports in top 20 US ports (based on total import/export cargo value)	3	3	4	4	4

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.3.10

Number of public rail/highway at-grade crossings with active warning devices

Explanation: This measures the progress made in improving railroad efficiency, safety, and reliability through the installation of active warning devices (i.e., gates and flashers) at public railroad/highway at-grade crossings.

Rationale: The installation of active warning devices at railroad/highway at-grade crossings has traditionally been viewed as a means of improving highway safety, which it does. Frequently overlooked, however, is the severe adverse affect that these crossings have on railroad efficiency, safety, and reliability. Louisiana industry is highly dependent on railroads for the transport of raw materials and finished products. The installation of active warning devices reduces liability for both the railroads and government, and enhances the efficiency and reliability of freight rail service. In addition, active warning devices can greatly reduce the number of accidents at these crossings which in turn reduces the likelihood of train derailments. The state has over 3300 public railroad/highway at-grade crossings of which only 1170 have active warning devices. Louisiana currently has one of the worst crossing safety record in the country.

Target: The goal is to close approximately 25 percent of the public crossings and to provide active warning devices at nearly all of the remaining crossings by the year 2018.

Data Source: Statistics on railroad/highway at-grade crossings are available from the Department of Transportation and Development.

	Baseline Statistic Used	2003	2008	2013	2018
	1996				
Number of public rail/highway at-grade crossings with active warning devices	1170	1465	1760	2055	2350

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.3.11

Number of parishes with limited or no freight railroad service

Explanation: This measures access to freight railroad services for industrial recruitment.

Rationale: Louisiana, like many other states, has been losing rail lines. Over six hundred miles of track have been abandoned in the last ten years. Once rail service is lost for a particular region of the state, it is extremely difficult to have it re-established. The economic development potential of that area is then reduced (i.e., no industries requiring rail service can be recruited to the area). Presently, seven parishes have no railroad service. An additional four parishes have ten or fewer miles of track. In 1996, the federal government abolished the Local Rail Freight Assistance Program that was a program of assistance to keep light density railroad lines viable. However, there are a number of programs the state can initiate to help retain light density railroad lines such as establishing a revolving loan fund for infrastructure rehabilitation and providing grants to fund truck/rail intermodal facilities.

Target: The goal is to prevent the total loss, or extreme reduction, of freight railroad services in any more parishes.

Data Source: Information on the availability of freight railroad service can be obtained from the Department of Transportation and Development.

	Baseline Statistic Used	2003	2008	2013	2018
	1997				
Number of parishes with limited or no freight railroad service	11	11 or less	11 or less	11 or less	11 or less

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.3.12

Number of foreign cities with direct air service from Louisiana

Explanation: This provides a measure of the international commercial air service available at Louisiana's airports.

Rationale: The number of foreign cities with direct commercial air service from Louisiana is indicative of our ability to conduct business in the global marketplace, attract foreign investment, and attract foreign tourists. Increasing international air service will facilitate international trade in goods and services, and enhance tourism.

Target: The goal is to expand the number of foreign cities that can be reached through direct flights from Louisiana. This can be achieved with some infrastructure improvements and an aggressive marketing/recruitment program.

Data Source: Information on the level of international commercial air service available in Louisiana can be obtained from the Department of Culture, Recreation, and Tourism, or from the Aviation Division of the Department of Transportation and Development.

	Baseline Statistic Used	2003	2008	2013	2018
	1997				
Number of foreign cities with direct air service from Louisiana	2	4	6	7	8

LOUISIANA: VISION 2020 BENCHMARK NUMBERS 2.3.13 AND 2.3.14

2.3.13 Number of Louisiana airports in top 30 US airports (based on passenger enplanements)
2.3.14 Number of Louisiana airports in top 30 US airports (based on air cargo tonnage)

Explanation: These measures the progress made in developing a major US airport in Louisiana.

Rationale: Major airports serve as regional and even statewide economic engines. They are of key importance in facilitating tourism and both domestic and international trade in goods and services. At present, Louisiana does not have any airports ranked in the top 30 nationally based on passenger enplanements or air cargo tonnage. New Orleans International Airport is the closest with a national ranking of 40th for passenger enplanements and 60th for air cargo tonnage.

Target: The goal is to develop a major US airport for Louisiana as measured by passenger enplanements and by air cargo tonnage. This can be achieved through airport infrastructure investment, the development of soft infrastructure such as international banking and freight brokerage, the development of ancillary facilities, and an aggressive marketing/recruitment program.

Data Source: The latest national rankings of airports based on passenger enplanements and air cargo tonnage can be obtained from the Aviation Division of the Department of Transportation and Development. Reference: FAA AC-AIS Database for 1996.

	Baseline Statistic Used	2003	2008	2013	2018
	1996				
14. Number of Louisiana airports in top 30 US airports (based on passenger enplanements)	0	0	1	1	1
15. Number of Louisiana airports in top 30 US airports (based on air cargo tonnage)	0	0	0	1	1

LOUISIANA: VISION 2020 BENCHMARK NUMBERS 2.3.15 THRU 2.3.18

2.3.15 Number of airports which can accommodate jumbo aircraft
2.3.16 Number of airports which can accommodate international jet aircraft
2.3.17 Number of airports which can accommodate commercial jet aircraft
2.3.18 Number of airports which can accommodate corporate jet aircraft

Explanation: These measure the ability to accommodate various types of aircraft at Louisiana's airports.

Rationale: Basic airport infrastructure is essential in the recruitment of business and industry to the state; however, less than one-half of our 72 public airports can accommodate corporate jet aircraft. Far less can accommodate international or domestic jet aircraft (passenger or cargo). Only a few of the airports in the state can accommodate the very large passenger or cargo aircraft.

Target: The state needs to expand its basic airport infrastructure to aid in the recruitment of business and industry, and to attract additional international and domestic commercial air service.

Data Source: Information on airport infrastructure in Louisiana may be obtained through the Aviation Division of the Department of Transportation and Development. References: FAA's AC 150/5300-13, Airport Design, FAA's AC 150/5325-04, Runway Length Requirements for Airport Design, FAA's Airport/Facility Directory, South Central US, 9/11/97.

	Baseline Statistic Used	2003	2008	2013	2018
	1997				
Number of airports which can accommodate jumbo aircraft 9,300'&>735,000#DDTWL	3	3	4	4	5
Number of airports which can accommodate international jet aircraft 7,600'&>75,000#SWL	6	6	7	7	8
Number of airports which can accommodate commercial jet aircraft 5,347'&75,000#SWL	10	10	11	11	12
Number of airports which can accommodate corporate jet aircraft 4,250'&>12,000#SWL	32	34	36	38	40

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.3.19

Percentage of weigh stations fully automated

Explanation: This measures the number of truck weigh stations that have been automated to reduce delay and improve safety.

Rationale: Delays at weigh stations can be extensive resulting in additional freight shipment costs. Furthermore, delays in processing can result in queues of trucks extending into the mainline of the highway, which is a safety concern. Automation of weigh stations, including weigh-in-motion equipment and automatic vehicle identification equipment, can improve efficiency at these facilities and reduce truck queuing. Over 11,000,000 trucks were processed at the state's 12 weigh stations in 1996. At the end of 1997, none of these facilities were fully automated. Additional weigh stations need to be constructed (mostly at state borders) to ensure compliance with state and federal regulations and prevent unfair competition.

Target: The goal is to fully automate all existing weigh stations within 20 years. Full automation at new weigh stations would be provided at the time of construction.

Data Source: Statistics on the extent of weigh station automation in Louisiana may be obtained from the Department of Transportation and Development.

	Baseline Statistic Used	2003	2008	2013	2018
	1997				
Percentage of weigh stations fully automated	0	25	50	75	100

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.3.20

Number of parishes with a current inventory of available commercial and industrial sites

Explanation: This measures the extent of inventories of commercial and industrial sites available for development.

Rationale: A current inventory of available commercial and industrial sites is essential in business and industry recruitment efforts. Such inventories should contain information on transportation access and the availability of various utilities for each site.

Target: All parishes should maintain an inventory, which should be continuously updated.

Data Source: Information on the extent of inventories of available commercial and industrial sites can be obtained from the Department of Economic Development

	Baseline Statistic Used	2003	2008	2013	2018
	1997				
Number of parishes with a current inventory of available commercial and industrial sites	64	64	64	64	64

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.3.21

Number of parishes with at least one designated industrial park

Explanation: This measures the number of parishes that contain at least one designated industrial park.

Rationale: Industrial parks provide attractive sites for new businesses to locate, particularly if government incentives are provided. Some parishes contain several industrial parks, while others have not designated any. Many ports and airports serve as industrial parks as well as transportation facilities. Others are located adjacent to freight rail lines or major highways.

Target: The goal is to have at least one designated industrial park in each parish by the year 2018.

Data Source: Information on the number and locations of industrial parks statewide is available from the Department of Economic Development

	Baseline Statistic Used	2003	2008	2013	2018
	1997				
Number of parishes with at least one designated industrial park	48	53	58	61	64

LOUISIANA: VISION 2020 BENCHMARK NUMBER 2.3.22

Percentage of Louisiana flood insurance policyholders receiving rate reductions

Explanation: This measures the percent of policyholders receiving flood insurance rate reductions.

Rationale: The National Flood Insurance Program provides rate reductions to policyholders in communities participating in the Community Rating System (CRS). Communities can participate in a number of activities ranging from public information to levee and dam safety inspection programs to gain flood insurance rate reductions of 5 to 45 percent. In 1997, policyholders in CRS areas received rate reductions totaling over $7 million. Reducing flood insurance premiums lowers overhead costs for business and industry, and, in effect, increases household income in many areas of the state.

Target: The goal is to increase participation in the CRS such that at least 95% of all policyholders are receiving flood insurance rate reductions by the year 2018.

Data Source: Statistics on participation in the CRS and total premium savings may be obtained through the Louisiana Department of Transportation and Development.

	Baseline Statistic Used	2003	2008	2013	2018
	1997				
Percentage of Louisiana flood insurance policyholders receiving rate reductions	74	80	85	90	95

LOUISIANA: VISION 2020 BENCHMARK NUMBER 3.3.2

Fatal and non-fatal injuries (persons) per 1000 registered vehicles

Explanation: This measures progress made in improving traffic safety on Louisiana's public roads and streets.

Rationale: Traffic safety is a major concern in Louisiana. The state's accident rates far exceed the national average regardless of the measure used (i.e., per million miles traveled, per 1000 capita, per 1000 licensed drivers, or per 1000 registered vehicles). Louisiana's poor traffic safety record is reflected in our motor vehicle insurance rates which are some of the highest in the nation (the Aper 1000 registered vehicles measure was selected for use here since it is the most indicative of how widely traffic accident costs are spread). A poor traffic safety record, high insurance rates, and other traffic accident costs have an adverse effect on business and industry, and contribute to a negative image of Louisiana. Statistics for 1996 show that traffic accidents resulted in 26.61 fatal and non-fatal injuries per 1000 registered vehicles compared with a national average of 18.29.

Target: The state needs to vastly increase its efforts in public awareness, law enforcement, and infrastructure safety improvements to reduce traffic accidents and motor vehicle insurance rates. Since the national average is expected to decline, the goal is to reduce Louisiana's rate to a level below the current national average.

Data Source: The most recent statistics on traffic accidents and registered vehicles in Louisiana are available from the Highway Safety Commission in the Department of Public Safety and Corrections. Statistics comparing Louisiana's traffic accident rates with those of other states and with the national average may be obtained from the federal publication entitled Highway Statistics 1996, FHWA, US DOT, Tables FI-2 and FI-3 (data required correction). The lag period for updates of this publication is approximately two years.

	Baseline Statistic Used	2003	2008	2013	2018
	1996				
Fatal and non-fatal injuries **(**persons**)** per 1000 registered vehicles	26.61	22.50	19.91	17.62	15.60

LOUISIANA: VISION 2020 BENCHMARK NUMBER 3.3.3

Number of truck parking spaces at state-maintained rest areas

Explanation: This measures the number of truck parking spaces available at state-maintained rest areas throughout Louisiana.

Rationale: Federal law limits commercial vehicle drivers to ten hours of operation before a mandatory extended rest period is required. However, drivers oftentimes have difficulty finding a suitable location to park at either public or private facilities, even for short, routine stops. Consequently, drivers are forced to park in inappropriate or unsafe locations, or continue operation in violation of federal law. Providing adequate parking at public rest areas will facilitate the safe and efficient delivery of goods to market. This can help hold down freight transport rates and improve the competitiveness of Louisiana's products in domestic and international markets.

Target: The goal is to gradually increase the number of parking spaces at state-maintained rest areas over the next 20 years to not only address the present shortage, but also to accommodate the expected increase in truck volumes on Louisiana's highways.

Data Source: Statistics on the number of truck parking spaces at state-maintained rest areas can be obtained from the Department of Transportation and Development.

	Baseline Statistic Used	2003	2008	2013	2018
	1997				
Number of truck parking spaces at state-maintained rest areas	380	380	471	565	600

LOUISIANA: VISION 2020 BENCHMARK NUMBER 3.3.4

Percentage of State-maintained rest areas with 24-hour security

Explanation: This measures the percentage of state-maintained rest areas throughout Louisiana that have around the clock security.

Rationale: Be it for business or pleasure, motorists traveling to or through Louisiana form their first impressions of the state by the quality of our rest areas. If a rest area is clean and attractive, and the motorist feels secure, the first impressions are favorable. On the other hand, if the facility is not well maintained and the surroundings appear unsafe, the first impressions, which are often lasting impressions, are unfavorable. In recent years, tourists have been murdered at rest areas in Florida. These occurrences received regional and national attention. It can take years to repair the image of a state where such incidents receive widespread media coverage. Around the clock security provides a high degree of safety and comfort to motorists and can also help maintain the appearance and cleanliness of rest areas due to a reduction in vandalism. For the tourism industry and for business recruitment, it is essential that Louisiana's rest areas are both clean and attractive, and that they are perceived to be safe by motorists.

Target: The goal is provide around the clock security at all state-maintained rest areas within five years and to ensure that it continues for at least the next 15 years.

Data Source: Department of Transportation and Development.

	Baseline Statistic Used	2003	2008	2013	2018
	1998				
Percent state-maintained rest areas with 24-hour security	0	100	100	100	100

LOUISIANA: VISION 2020 BENCHMARK NUMBER 3.4.1

Number of state air monitoring stations and parishes not meeting National Ambient Air Quality Standards

Explanation: This benchmark measures approximately which monitored areas of the state do not meet National Ambient Air Quality Standards (NAAQS) for ozone, a serious air pollutant linked mainly to industrial and transportation activity. The data comes from 44 monitoring stations statewide (29 measure ozone), most of which are concentrated in the industrial regions of Calcasieu Parish and the Mississippi River parishes from Pointe Coupee through Plaquemines. Five contiguous parishes centered around and including East Baton Rouge Parish are currently designated as serious non-attainment for ozone. If attainment is not reached by 1999, EPA could redesignate the area as severe. EPA recently finalized stricter air quality standards (new compliance date 2012) that may increase non-attainment parishes to nine and adjusting the benchmark data and goals.

Rationale: Good air quality, actual or perceived, is fundamental to the health and prosperity of Louisiana's citizens.

Target: Professional judgement used.

Data Source: Louisiana Department of Environmental Quality.

	Baseline Statistic Used	2003	2008	2013	2018
	1997				
Number of state air monitoring stations and parishes not meeting National Ambient Air Quality Standards					
Non-attainment stations	6	0	0	0	0
Non-attainment parishes	5	0	0	0	0
Total state exceedance	8	7	7	6	5

LOUISIANA: VISION 2020 BENCHMARK NUMBER 3.6.1

Number of visitors to Louisiana - Louisiana residents, out-of-state visitors, & international visitors

Explanation: Visitor volume to Louisiana is measured in two ways. U.S. resident visitor volume is supplied to the Office of Tourism by the Travel Industry Association of America. Their Travelscope survey measures visitor volume to all states by U.S. residents. International visitor volume is measured annually by the U.S. Department of Commerce.

Rationale: The number of visitors coming to Louisiana is one of the key factors in the economic impact of travel on Louisiana. More tourists result in increased spending and a greater positive economic benefit to individual businesses, citizens (in the form of employment) as well as the state (in the form of tax revenue).

Target: Using the latest available statistical data, targets have been set on the basis of a 3 percent annual increase.

Data Source: Louisiana Office of Tourism, Research Department

	Baseline Statistic Used	2003	2008	2013	2018
	1997				
Number of visitors to Louisiana					
Louisiana residents (in millions)	6.8	8.1	9.4	10.3	11.9
Out-of-state (in millions)	18.1	21.6	25	29	34.7
International (in millions)	0.6	0.72	0.83	0.96	1.1

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Number of Louisiana Welcome Center registered visitors

Explanation: These visitor counts are from the visitors who sign the registration sheets at the 10 state-operated welcome centers located throughout Louisiana. The ten centers are located in Slidell, Pearl River, New Orleans, Kentwood, St. Francisville, Baton Rouge, Vinton, Greenwood, Mound, and Vidalia.

Rationale: The first welcome centers began operating over 25 years ago. The centers are located at major entry points into Louisiana and in Louisiana's two major destination cities. The purpose of these centers is to convince visitors to: 1) stay overnight in Louisiana and visit Louisiana's many attractions, and 2) extend their stay in Louisiana. The Office of Tourism reports the number of visitors to each center monthly.

Target: Using the latest available statistical data, targets have been set on the basis of a 3 percent annual increase.

Data Source: Louisiana Office of Tourism, Research Department

	Baseline Statistic Used	2003	2008	2013	2018
	1998				
Number of Louisiana Welcome Center registered visitors (in millions)	1.71	1.97	2.28	2.64	3.06